





## Mails.

## NORDDEUTSCHER LLOYD,

BREMEN.

## IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINCESS ALICE" Capt. P. Grosch	About SATURDAY, 13th February.
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZ REGENT LUITPOLD" Capt. H. Kirchner	WEDNESDAY, 24th February, Noon.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"MANILA" Capt. H. Miesner	THURSDAY, 25th February, 5 P.M.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Beginning of March.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 10th February, 1909.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.  
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	TOURANE	Lancelotti	15th Feb., P.M.
MARSEILLES, VIA PORTS	POLYNESIEN	Blanc	16th Feb., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	NERA	Magnon	1st March, P.M.
MARSEILLES, VIA PORTS	SALAZIE	Magnon	2nd March, at 1 P.M.

Transshipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £17.10 up to £21.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 3rd February, 1909.

## MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.  
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Sundays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers of the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamoen.

For further particulars, please apply to the COMPANY'S OFFICE at Shamoen, Canton, or to their Agents.

BARRETTO &amp; CO., Hongkong.

Hongkong, 9th October, 1908.

## WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG, WUJIAO WU, LIN.

THE Steamers "LINTAN" and "SAN-UI"  
SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS.  
These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILIRATING.

For further information apply to—

BUTTERFIELD &amp; SWIRE,

AGENTS,

100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.3 ft. Water on blocks, 38.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Caudches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

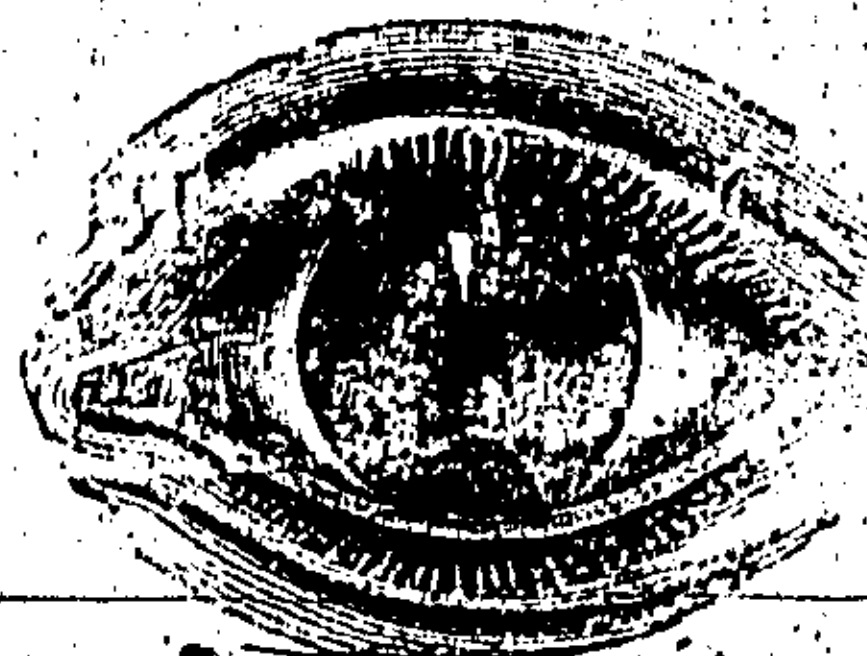
The cost of Docking, and repairs work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 606, or 681.

Telegrams, "Dock, Yokohama," Codes A, B, C, 4th and 5th Edt.

Lieber, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.



EYES

RIGHT

## N. LAZARUS, OPHTHALMIC OPTICIAN.

CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON,

1, John Street, Bedford Row, W.C.

Hongkong, 9th March 1908.

CALCUTTA,

53, Bentinck Street.

SHANGHAI,

566, Nanking Road.

## THE DAIRY FARM CO., LTD.

## FINE FRESH

## AUSTRALIAN BUTTER,

73, 75 and 80 cents a lb.  
Sold in 4 lb. pails to suit convenience of customers.  
Hongkong, 2nd February, 1909.PHILATELIC NOVELTY  
suitable for  
PRESENTS.BAGS OF USED POSTAGE STAMPS.  
Containing:

All Asiatic Stamps.	All Chinese Stamps.
4,000 for \$8.00	4,000 for \$4.50
3,000 " 7.00	3,000 " 3.50
2,000 " 5.00	2,000 " 2.50
1,000 " 2.00	1,000 " 1.50
500 " 1.00	500 " .75

Also Stamps in Packets and Sets, and other Philatelic Requisites at prices to suit every body.

VIEW POSTCARDS, ALBUMS, HINGES, RAPHAEL TUCK'S TOY BOOKS AND RELIEF SCRAPES, MANILA CIGARS and CIGARETTES, &amp;c., &amp;c.

Inspection invited.

GRACA &amp; CO.,

No. 27, Des Voeux Road.

## NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the Hongkong Telegraph (daily and weekly issues) will be as follows:—

DAILY—\$36 per annum.

WEEKLY—\$15 per annum.

The rates per quarter and per manum, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies, Daily, ten cents. Weekly twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)

There will be no rebate to Missionary Subscribers as heretofore.

By Order,

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 22nd December, 1908.

## DON'T BUY

ELSEWHERE BEFORE YOU CALL AT

## FRENCH STORE

(Opposite ASTOR HOUSE).

## NOW SHOWING

A Large and Fancy Assortment of

The Best FRENCH TOYS, DOLLS,

TOM SMITH'S CRACKERS,

CADBURY'S CHOCOLATE,

PERNOT BISCUITS

&amp;c., &amp;c., &amp;c.

Hongkong, 21st November 1908.

## THERAPION MAY NOW ALSO BE OBTAINED

## IN DRAGEE (TASTELESS) FORM.

## A BROKEN-DOWN SYSTEM

This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—a break-down, as it were, of the vital forces that sustain the system. No matter what may be its cause (for they are almost numberless), its symptoms are such that the more pronounced they become, the more serious the danger to the life of the patient. It is a condition which may be cured, and it is a condition which may be cured by the use of THERAPION.

## VITAL STRENGTH AND KNEE

## THE NEW FRENCH REMEDY

## THERAPION No. 3

## THE EXPIRING LAMP OF LIFE

## LIGHTED UP AFOREST

## THERAPION

## THERAPION

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## THERAPION

## JAPANESE FIGHT.

OILER STABS FIREMAN ON THE "ITO MARU."

Toichi Aoki, a Japanese fireman on the steamship Ito Maru, of the Nippon Yusen Kaisha line, was stabbed to death by Sinsaku Ito, an oiler, in the fore-castle of the steamship at the Great Northern docks, Smith Cove, yesterday afternoon (Jan. 1). In the fight which resulted in the killing, Ito was struck several times in the face, and is cut about the right eye. The body of the dead man has been taken in charge by the Bonney-Watson Company. Ito, who stabbed Aoki, is held a prisoner in the city jail. He was taken there yesterday by Patrolman M. R. Hubbard and Frank Keefe, who had been sent out to the steamer immediately upon the receipt at police headquarters of the news of the killing affray.

Ito admits that he stabbed Aoki, but declares he did so only in self-defence, and used Aoki's knife to do the work. Regarding the details of the stabbing affray, the other members of the crew of the vessel who were witnesses either are ignorant or wish to say little. Through an interpreter but a few details of the affair could be secured from them.

Capt. S. J. G. Parsons of the steamer, turned the matter over to the police and coroner for settlement. The coroner to-day will give what information he has about the case to the prosecuting attorney, who will decide where the charge against Ito shall be filed.

The members of the crew of the Ito Maru were in their quarters forward yesterday drinking the birth of 1909. Just what prompted the fight between the two Japanese is not known, but all who will say anything about the matter say that Ito took Aoki's knife from him when he rushed toward him with it. Then they say Ito stabbed his adversary but once.

The knife, believed by the deputy coroner to have been large, from the nature of the wound, entered Aoki's body on the right side forward and about on a line with the armpit. Whether the blade reached the man's heart will not be determined until the post mortem examination.

Aoki dropped to the deck and died within a few seconds. Those who saw the fatal fight rushed out of the fore-castle, and the news of the killing affray soon spread. The dock officers were notified, and through them the police.

## GOODS FROM SPIRIT LAND.

## AMUSING MELBOURNE INCIDENT.

The Australian Customs Department in Melbourne has entered upon a quaint controversy with a local spiritualist, Mr. T. W. Stanford, brother of the founder of the Stanford University in California.

Some years ago he acquired the services of a medium, who claims that he can, when in a trance, cause matter to pass through matter by means of a higher natural law of which we are ignorant.

Recently, in a spiritualistic publication, an article was published on "Miracles in Melbourne," in which a long list was given of articles materialised at local seances.

When the Customs officers read the list, they noted that some of the articles had not passed entry and paid duty, as required by the Customs Act. Mr. Stanford claimed that they were not dutiable, as they had not been imported into the country in the ordinary sense of the word, but had been transported with instantaneousness of thought from India.

The Customs officers did not size the goods in question, but went back to the Department to report and await instructions.

Among the most wonderful things claimed to have materialised, and now in Mr. Stanford's spiritualistic museum, are manuscripts on papyrus and parchment from Assyrian and Babylonian tombs, live birds, and a live snake, as well as those articles the Customs Department considers as dutiable merchandise.



## Intimation.

LAST  
FEW  
— DAYS  
OF  
**Powell's**  
CASH  
SALE.

FURTHER  
REDUCTIONS.

GREAT  
BARGAINS  
offered  
during this  
Week.

**POWELL'S**  
ALEXANDRA  
BUILDINGS,  
and  
28, Queen's Road,  
HONGKONG.

Hongkong, 6th February, 1909.

## Intimations.

DIOCESAN SCHOOL &amp; ORPHANAGE.

SCHOOL DUTIES will be RESUMED on MONDAY, 15th instant.

Hongkong, 14th February, 1909. [168]

## RACE HOLIDAYS.

THE EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS at 11.45 A.M. on TUESDAY, WEDNESDAY and THURSDAY, the 16th, 17th and 18th instant respectively.

Hongkong, 10th February, 1909. [165]

HONGKONG ICE COMPANY, LIMITED.

IT is hereby notified that on and after the 1st March, the selling price of ice, will be reduced to ONE CENT per pound.

JARDINE, MATHESON & Co., Ltd.,  
General Managers,  
HONGKONG ICE COMPANY, LIMITED  
Hongkong, 10th February, 1909. [166]

## RACE NUMBER.

THE KALEIDOSCOPE

(Tom Swaby's Magazine).

ON SALE EVERYWHERE,

or from

14, ALEXANDRA BUILDINGS.

Hongkong, 10th February, 1909. [161]



JURORS LIST, 1909.

IT is hereby notified that, pursuant to the provisions of the JURY CONSOLIDATION ORDINANCE, 1887, I have this day caused to be posted at the chief entrance to the Court House, a List of all persons ascertained by me to be liable to serve as Jurors.

The said List will remain so posted until the 10th instant, in order that any person may apply by notice in writing to me requiring that his name or the name of some other person may be respectively either added to or struck off from the said List, upon cause to be duly assigned in such notice.

ARATHOON SETH,  
Registrar.The Registry, Supreme Court,  
Hongkong, 1st February, 1909. [161]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that HUEN SHUN carrying on business at Pak Hok Chow, Canton, in the Empire of China and elsewhere as Tea Merchants, have, on the 11th day of September, 1908, applied for the Registration in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—

The device of a diamond, inside of which are printed, stamped, painted, impressed, braided, embroidered, written, drawn, cut or engraved the above appears the name "Huen Shun."

In the name of HUEN SHUN, who claim to be the proprietors thereof.

The Trade Mark has been used by the Applicants since the year 1906 in respect of the following goods:—

T.F.A. IN CLASS 42.

A facsimile of the Trade Mark can be seen at the office of the Colonial Secretary of Hongkong and also at the office of the undersigned.

Dated the 11th day of December, 1908.

JOHNSON, STOKES & MASTER,  
Solicitors for the Applicants,  
8, Des Voeux Road Central,  
Hongkong. [167]

E. BLACKHEAD &amp; Co.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS,

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE

COMPOSITION RED HAN'S

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LADNCHES,

&amp;c., &amp;c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. &amp; O. SPECIAL LIQUOR SCOTCH

WHISKY, &amp;c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

"Hongkong, 10th March, 1909." [168]

THE

CHINA PROVIDENT LOAN AND

MORTGAGE CO., LD.,

(CAPITAL PAID UP £1,350,000)

Loans on Mortgage of House Property, &amp;c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application).

THE OFFICE OF

TRUSTEE, EXECUTOR OF WILLS,

ATTORNEY, &amp;c.,

Undertaken and Executed.

SHEWAN, TOMES &amp; Co.,

General Managers.

Hongkong, 10th March, 1909. [169]

## Public Companies.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 20th day of February, 1909, at Noon, for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 31st December, 1908.

By Order of the Court of Directors,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 5th February, 1909. [157]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTER OF SHAREHOLDERS of the Corporation will be CLOSED from TUESDAY, the 9th instant, to SATURDAY, the 20th instant, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 5th February, 1909. [147]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS

THE ORDINARY YEARLY MEETING of the SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, New Praya, on MONDAY, the 22nd February, 1909, at 12 o'clock noon, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 31st December, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 22nd February, both days inclusive.

By Order of the Board of Directors,  
THO. L. ROSE,  
Secretary.

Hongkong, 27th January, 1909. [123]

## Auction.

## PUBLIC AUCTION.

THE Undersigned have received instructions, to sell by

## PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

## TO-MORROW,

the 13th February, 1909, at 11 A.M., at their

Sales Rooms No. 8, Des Voeux Road,

corner of Ice House Street,

## A QUANTITY OF

## ENGLISH JEWELRY,

Comprising:—

DIAMOND RINGS, PINS, BROOCHES,

BRACELETS, GOLD WATCHES, FOUNTAIN

PENS, UNSET DIAMONDS, SILVER

WARE, GRAMOPHONE RECORDS,

MISCELLANEOUS GOODS, CAMERAS,

MANDOLINES, GUITARS, MCKINTOSHES,

OVERCOATS, HATS, DRAWING

INSTRUMENTS, SEXTANTS, HARTFORD

AND REMINGTON TYPEWRITERS,

ELECTRICAL GOODS, &amp;c., &amp;c.

GOLD CHRONOMETER, &amp;c., &amp;c.

LARGE DIAMOND RING, COLLECTION

OF STAMPS, RARE OLD VIOLIN, &amp;c., &amp;c.

ALSO.

SURVEYOR'S THEODOLITE COMPLETE,

AND

CHRONOMETER by Barrand, and

CHRONOMETER by Hughes.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, 12th February, 1909. [159]

## Dentistry.

## TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

## REASONABLE FEE.

Consultation Free.

Hongkong, 20th June, 1904. [1]

DR. M. H. OHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

33, QUEEN'S ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1905. [2]

## For Sale.

THERAPION MAY NOW ALSO BE OBTAINED

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TRADE MARK THERAPION MARK.

This successful and highly popular remedy, used in

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Volp and others, cures the following diseases:—

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## Intimation.



**A. S. WATSON & CO., LIMITED.**

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## **A. S. WATSON & CO., LIMITED.**

ALEXANDRA BUILDINGS AND KOWLOON DISPENSARY.

Hongkong, 5th January, 1909.

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Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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## **The Hongkong Telegraph**

HONGKONG, FRIDAY, FEBRUARY 12, 1909.

### **MANILA'S CARNIVAL.**

#### **HOW IT ORIGINATED.**

The Philippine Carnival Association was organized during the year 1907 by a body of men who realized something of the possibilities of Oriental development and who were not afraid to take a chance. They clearly saw that the great weakness of the Orient, and particularly of the Philippine Islands, was, first, the lack of the friendly association among the different peoples, and, second, the spirit of conservatism and indifference to the world's activities, which in the Occident are yearly accomplishing such miracles of development along all lines. It was decided to establish and popularize an institution whose function should be to bring the different isolated elements of the Orient together upon some common ground agreeable to all, and to have to teach the greatest object lesson of history. In building up this institution it was found necessary to consider the field not as it should be, but as it actually was. In its composition were included not only the resources, advantages, and possibilities of the Orient, but also its weaknesses, shortcomings, and limitations. It was decided that the proper field for the beginning was the Philippine Islands, that the first scene should be laid in Manila, and that the inauguration of the institution should take place in February, 1908. Thus was conceived, created, and opened to the Orient and the world the first Philippine Carnival.

In the beginning, the field abounded with difficulties. The spauld of the Orient, the lack

of industrial, commercial and political development; the total absence of a community of interest; the mutual suspicion and lack of confidence between individuals and peoples which ages of isolated existence had produced; the fact that the new idea was new; that between it and the Oriental experience of the past there existed no analogy; the fact that, in the beginning at least, its most active exponents must necessarily be people from outside the Orient and who, because of their lack of experience in things Oriental, must necessarily possess but a slight knowledge of the Oriental temperament. This and a variety of other features of the situation conspired to make the task of this small body of Carnival promoters an immense and a difficult one.

The first Carnival opened on February 27, and ended on March 3, 1908. The association was organized under the laws of the Philippine Islands, stock was issued, and all of the regular features of an enduring corporate organization were provided. The start was made without money and without a definite credit. Among the assets were included a spirit of most friendly disposition and co-operation on the part of the military and civil governments and business and commercial elements in the Philippine Islands. The first Carnival closed with a credit balance of eight thousand pesos, with a practically unlimited credit, with a splendid disposition on the part of every element in the community, with the knowledge that the spirit of the Orient is ideally suited to Carnival purposes, and with a definite determination to make the Carnival an annual affair.

The Carnival of 1909 opened on Wallace Field on February 2, and continued for eight days thereafter, the industrial feature continuing for an additional week. In the 1908 Carnival were included water parade, land parade, two nights of hippodrome, corroboree, Carnival ball, a small provincial display, tennis tournament, baseball, and a small athletic contest. The Carnival of 1909 contained a land parade, day and night, an automobile parade, seven nights of hippodrome and a matinee, seven nights of highly spectacular pyrotechnic display, presenting the attack and ultimate destruction of a city strongly fortified, and of the architecture of two hundred years in the future, by a force of three hundred men, seven nights of spectacular shows in the largest auditorium building ever seen in the Orient, seven days and nights of athletic contests, forming the first Oriental Olympiad, in which polo, tennis, cricket, and track teams from Hongkong and the surrounding portions of the Orient competed. Carnival ball, competitive provincial industrial display, in which cash prizes aggregating \$15,000 were awarded, native dances, costume groups, etc., from the provinces, including 150 members of the different tribes from the Moro Archipelago, headed by the Sultan of Sulu and twenty of his highest chiefs. The Philippine Carnival has come to stay as an annual affair. On every hand are found evidences of its peculiar value as an agency whereby the development of the Orient may be accomplished. Here in the centre of the worldland of the world the representatives of all classes met together upon a common ground and under the guise of Carnival fun and jollity work out the problem of the races.

### **LOCAL AND GENERAL.**

DR. G. H. BYRON-WRIGHT retires from the service in April next.

THE German mail of the 13th January was delivered in London on the 11th inst.

TWENTY-SEVEN tons of dynamite exploded in the Panama Canal works, ten persons being killed and fifty injured.

DURING last year 11,800 bullocks, seven calves and 452 sheep were slaughtered at the Government abattoirs in Bangkok, an increase of 2,788 head on the previous year, besides the sheep.

WE have received from the Colonial Secretary a copy of the fifth annual issue of the Hongkong Civil Service List. No new features appear to have been embodied in the List for 1909. The historical précis has been brought up to 1907, while the "Who's Who" in the Civil Service has been revised to the end of last year.

AT present copper and nickel coins are ordered from Europe, only the tical and small silver pieces being minted in Bangkok. It has now been decided that the copper and nickel coins also shall be minted in Bangkok in future. The *Siam Weekly Mail* hears that the Director-General of the Royal Mint has sent an engineer of the department to England to bring out machinery and other requisites for minting these coins.

ONE year's hard labour was the sentence passed on Frank Aquino, the youth who was placed before Mr. J. R. Wood a week ago on several charges of theft, including a plethora of bicycles. He pleaded not guilty to seven charges (there were sixteen in all) and the Police having no evidence to offer, he was discharged on those counts. With regard to the remaining nine charges, 6 weeks' hard labour each was given on eight charges while one month's hard labour was awarded on the ninth charge (that of receiving stolen goods) making one year in all. The prisoner seemed pleased with himself.

On the 4th inst. when the bids for the Philippine Customs cutter *Sula* were opened it was found that the highest bidder was J. M. Poirat and Company, who offered P2600 for the cutter and whose bid was accepted. There were four other bidders for the vessel, their names and offers following: F. Calva P3100, Gutierrez Hermanos P3500, T. Vango P3300, and C. S. Robleson P3500. The *Sula* was sold on account of being too slow for the work that was required of a cutter in the Customs service in southern waters. She was built in Hongkong several years ago as a pleasure boat for a Chinese merchant of that city.

### **CANTON DAY BY DAY.**

#### **THE "FATHAN" INCIDENT.**

(From Our Own Correspondent.)

Canton, 11th February.

With reference to the *Fathan* incident, Fong Tack Co., of Hongkong, one of the witnesses in the case, who was alleged to have received bribes, protested a petition to the Viceroy requesting His Excellency to ask the Portuguese Consul at Canton for satisfactory explanation as to the alleged false accusation and at the same time to open negotiations with the Portuguese official to settle the case at an early date.

#### **MORE DEAD BODIES RECOVERED.**

Yesterday the members of the Canton Fong Pin Hospital again effected the recovery of seven more dead bodies in the harbour in the vicinity of Tai-sha-tau, of which some had their limbs partly eaten away.

#### **EDUCATION.**

Being most anxious to push on the development of the mineral resources in the province of Kwangsi, the Kwangsi Governor has selected two students, Wong See Him and Ko Tun, to be sent to England for education at the expense of the Kwangsi Government.

#### **CANTON-HANKOW RAILWAY.**

At the request of the directors of the Canton-Hankow Railway Company, Mr. Sun Sai Yui, formerly Chinese Consul-General at San Francisco, is now appointed to be in charge of the purchasing of land for the Railway Company.

#### **APPOINTMENT.**

Mr. Wong Kai Tsang has been appointed director of the Tax Bureau to collect Likin dues on goods carried by the Chaohow-Swato Railway, in place of Mr. Luk Ki.

#### **OPIMUM LICENCES.**

The licences in the form of wooden boards to be issued to opium smokers are now ready and have been handed to the various police stations for distribution to applicants. The Canton Anti-Opium Association has been requested to assist the officials in issuing the new licences. As a preliminary a special performance will be given by the Yau Tin Ying troupe, though not in violation of the national mourning observances. The performance will have special reference to anti-opium smoking.

#### **GAMBLERS HEAVILY FINED.**

On the 8th instant a gambling den in Sin Heung Kai street, inside the city, was raided by the police, where several women were found gambling at *fa-hian*. Yesterday, the keepers, four men in all, were tried by the Taoist of Constabulary himself, and were ordered to pay a fine of \$1,000 each; while three women were ordered to pay \$1,000 each.

#### **SIR CHEN TUNG LIANG-CHENG.**

A letter, received from Peking, states that the Prince Regent on day, when in conversation with H. E. Liang Sze Yu, inquired about Sir Chen Tung Liang Cheng, the present President of the Canton-Hankow Railway Company, and His Highness appeared to be anxious to have his services at the capital. Sir Chen Tung accompanied His Highness to Germany after the Boxer trouble, and there is every reason to believe that Sir Chen Tung will shortly renew his connections with the official circle in Peking.

### **THE CRAVING FOR OPIUM.**

#### **SMOKER AND SMUGGLER FINED.**

George Harris, a middle-aged man, was proceeded against at the Water Police Court, on the information that he had imported six tons of opium in contravention of the Customs Act, reports the *Sydney Evening News* of 5th ult.

Customs-officer Donohoe stated that the defendant was leaving the steamer *Altamara* with a bird cage in his hand at 2 o'clock in the afternoon, when he was stopped by Customs-officer Friend. The opium was found in his pockets.

"I plead guilty," said Harris. "I got it for my own use. I have been using it for the last 40 years."

He was fined £10, or two months' gaol. A Chinese dealer named Quin Lee, 55, came before the Central Police Court, charged with having smoked opium at a house in Elizabeth-street on January 3. He was also accused on a second count of having opium in his possession.

Constables Souter and Surridge told the Court that they had visited premises in Elizabeth-street, Sydney, and there found several Chinese. The accused was smoking an opium pipe. Around were scattered pipes and lamps and other articles used for manipulating the pipe. The police said that an attempt had been made to bribe them.

Accused denied that he was smoking. At one time it was true he had kept an establishment where opium could be smoked. However, since then he had reformed, and did not care about taking any more of it. He said he never tried to bribe the officers.

The Public Prosecutor asked accused if he had not approached Constable Surridge and embraced him, and the witness denied that he had ever done so. He would not, in fact, presume to embrace an officer of the law.

"Did you not," asked Senior-sergeant Davis, "to the constable, 'You really good fellow. You really take three pound. Nobody know?'"

Quin Lee was indignant and said he never hinted at such a thing.

A fine of £3 was imposed in each case, with the alternative of six weeks in each.

THE administrative methods in Java stand so much in need of improvement, that the Government there has dispatched an officer named Muller to Indo-China, to inquire how the French manage that Colony. The scope of his inquiries embodies the method of Government, the ways in which the soil is tilled, and the manner in which trade and industrial enterprise are encouraged. Mr. Muller was in Tonkin in the middle of January. He is said to have expressed himself as highly pleased with the good colonizing work France has done in that country.

### **A HONGKONG SUCCESS.**

#### **CORPORAL ANDREWS' WIN IN MANILA.**

Corporal Andrews won the half-mile flat race last night in the Hippodrome, and won it by a great margin as to leave no doubt in the minds of those who saw the event as to who was the best man at that distance on the ground. Writes Mr. J. W. Bains of the *Shanghai Times*, in the *Manila Times* of 6th inst. The event was keenly awaited, as in it Private George Washington, the splendid runner of the 25th Infantry, who defeated Andrews in the quarter mile on Wednesday evening, was a competitor and there was considerable controversy as to how the two men would fare. The other runners were not taken into consideration at all, by general consent it was considered to be a trial of speed between Washington and Andrews. And so it turned out. Andrews was beaten.

The race was not of such a spectacular character as that of Wednesday evening, for both men had a wholesome respect for the other and declined to take any chances. They were sent away to an even start, Andrews having drawn the inside position. He did not avail himself of his advantage but permitted Washington to take the lead and set the pace, being content to keep within striking distance. The pace was slow and for the first two laps there was little worthy of mention. As the field neared the Court stand prior to entering the final lap, one of the spectators yelled "Get out! Add back, someone!" He had not long to wait before he saw racing, for after rounding the southern bend Andrews shot past Washington and took the lead, only to be displaced a second later. This slight movement brought forth a roar of applause, so keenly was the race followed and as the two men drew away from the field the enthusiasm was redoubled. Suddenly Andrews shot ahead, gaining ground with every stride, and passed the post a winner by eight yards amid a tumult of applause.

The victor was overwhelmed with congratulations, but he took his success with characteristic modesty. "He was glad to win," he said, and hoped to win again to-night. It is rather unfortunate that Andrews should have been without an attendant to aid him in preparing for his races here, and when he completed on Wednesday night in the quarter mile he had to go on the field without having been previously rubbed down. Last night this omission was rectified and Andrews showed out stronger. His long stride was very effective, for he covered as much ground in three strides as the other runners did in four. The track was also in better condition, as the officials with commendable foresight deemed it expedient to put the heavy roller over it some little time prior to the race.

To-night's quarter-mile should prove an exceptionally good contest. Washington will go into it with the confidence engendered by his previous win over this distance, while Andrews will be in a more hopeful frame of mind as a result of his win in the half-mile. May the better man win!

#### **WINNER INTERVIEWED.**

Corporal Andrews of the British Army who ran such a fine race, and won against Washington, of the 25th Infantry, last night said when interviewed by *The Times* man: "I never dreamed that there was so much hospitality in the world. You know in our service an enlisted man, no matter how expert he may be, is never recognised except for what his uniform may be accountable for."

"Since I have been in Manila, I have been congratulated by officers of the American army and the Navy upon the showing I have made against Washington, and I am truly grateful for the kind words they have given me. I consider Washington one of the best men I have ever gone against and in my race to-night, I shall do the very best that is in me."

"I want to thank all of my kind friends who have congratulated me upon my success in Manila. And if I am so fortunate as to be selected to represent His Majesty's service in the next year's Carnival, I shall be more than pleased to return to Manila."—L. A. Johnson-Lies of the *Hongkong Telegraph*.

### **HOUSEHOLDERS BEWARE!**

#### **WHAT IS AN INVITATION?**

The Chinese New Year has passed, and the stories of armed robberies heralding its advent have been told, but minor crime in the Colony would appear to be unabated. Trespassing is a common offence in the Colony, as was proved by a case which was heard before Mr. J. R. Wood, Second Police Magistrate, at the Magistrate's Court this morning. The complainant in this case was Mr. J. H. Oxberry, residing at 15, Woong-Nei Chong Road, who proceeded against six Chinese "boys" for trespassing on his premises sometime between ten and eleven o'clock last night. It would appear that the sextette, finding time bagging heavily on their hands, decided to relieve their dolours by some means or other and at once proceeded to give effect to their desire by tripping merrily to No. 15 the house of the complainant without having previously notified the inmates that they were to be favoured with a call. All would have gone well with them had it not been for their innate clumsiness, which caused them to come to grief. Hearing a peculiar noise coming from the direction of the kitchen, Mr. Oxberry lost no time in repairing to the cook-house to find out the cause of his rude disturbance, when what should he discover but the six defendants, who seemed, if anything, to enjoy the fun of the situation. They were at once given over to Police custody. This morning, asked as to the reason, which took them to a place where they had apparently no business, and where it can only be surmised they went with the hope of enriching themselves with ill-gotten gains, they said that they were neighbours and that they had been invited by the "boy" of the house in question to indulge in a game of cards.

Result:—\$3 each or seven days' State lodge.

### **SYDNEY HARBOUR.**

#### **CATASTROPHE.**

#### **FIFTEEN BLUEJACKETS DROWNED.**

A terrible accident occurred in Sydney Harbour on the morning of the 5th ult., as a result of which 15 bluejackets lost their lives. It appears that a party of 20 men of war-men, fully armed for rifle practice at the Randwick Rifle Range, left Garden Island, the Naval Depot, shortly before 7 o'clock. They were seated in a long boat, and this craft was taken in tow by one of the small launches belonging to the station. The intention was to land at Man-of-war Stairs, Farm Cove, and then proceed by tram to the Rifle Range.

The morning broke fairly clear, and at 7 o'clock there was just a little bit of a haze, but by no means thick enough to obscure the harbour or the land marks.

The launch was travelling well, but when about 150 yards from Mrs. Macquarie's Chair the South Coast metal steamer *Dunmore* came along and crashed into the long boat.

It was a moment of intense excitement. All hands were carrying arms, and the accounts reports were heavy. It is estimated that the weight of each man's accoutrements was over 6 lb. The *Dunmore* struck the long boat on the starboard side, cutting through her, and at the same time causing serious injury to some of the bluejackets.

One on-looker says he saw two men thrown clear out of the boat. When they fell into the water, both threw up their hands, and disappeared from view.

In a few minutes there was nothing more to be seen of the long boat. She had gone down, leaving her living freight struggling in the water. The majority of the men, however, managed to keep afloat, while the pinnace steamed around, picking them up.

The *Dunmore* was towing her boat, and the pinnace was quickly cut, and some of the crew went to the assistance of the drowning men.

The collision was noticed from the warships near Garden Island, and in less than five minutes there was a perfect flotta of small boats rushing to the scene.

It was fortunate that the collision occurred at a short distance from Garden Island, for it enabled the boats to put off from the *Encounter* *Fantoms*, and other vessels promptly, and the crews displayed marvellous dexterity in getting the boats away.

In ten minutes' time the officers who went away in boats estimated that the number of men missing was about 15, and a message was sent ashore to Garden Island to that effect, with the order that divers were at once wanted. Messages were also sent to the Water Police, and Inspector M'Yane dispatched assistance. Two divers from the warships were sent below, and began a careful search.

The divers began their work, and in a little while one body was sent to the surface. The poor fellow was still carrying his cartridge belt and other gear.

#### **WHAT HAPPENED ON THE "DUNMORE."**

The *Dunmore* had been at the wharf at Blue's Point, North Sydney, during the night discharging a cargo of Kiama blue metal. At half past 6 this morning Captain Hansen left the wharf, intending to coal at the metal wharf, Woolloomooloo Bay, to put out a few tons and then go to sea again. From what could be learned this morning after the accident, the *Dunmore* was under easy steam, and gave the Point a wide berth. She was on her right course and when the pinnace, with the long boat in tow, was sighted the captain gave a blast of the whistle. The little boat at this time, it is said, was steering a course which Captain Hansen calculated would enable her to pass under the stern of the collier. Thus the *Dunmore* was kept on her course but suddenly, it is alleged, an alteration was made by the little boat, and instead of passing under the stern of the collier, was heading across her bows. Before anything could be done to prevent a collision the *Dunmore* went smash into the long boat.

The *Dunmore* was going astern at the time, and there was much shouting from the men-of-warships, who were now in the water.

#### **AN AWFUL SCENE.**

One man stated this morning that the scene was awful. It seemed from the island that the men were being cut to pieces by the propellers of the steamers as they moved among the struggling seamen. A bluejacket from the *Encounter* declared that he saw a man going round with the propeller of the *Dunmore*.

That some of the unfortunate fellows were injured by the impact is proved by the fact that one sailor after he was got out of the water and taken over to the *Encounter* had a frightful gash on the leg. It was said that portion of his calf had been torn away.

The *Dunmore's* bellows piece on the ship's sides proved useful, for the men were enabled to grab this, and hang on. It was a splendid support, and no doubt was responsible for the saving of many lives.

#### **DIVERS FIND THE SUNKEN BOAT.**

While the divers were engaged looking for bodies, the long boat was discovered and subsequently raised. She was taken to Garden Island and hoisted out of the water under the shears. The starboard side is badly battered, giving ample proof of the severity of the blow. The *Dunmore*, however, is a strong vessel, and although going slowly would do considerable damage to a boat which was full of men and thus well down in the water.

The news of the disaster quickly spread, and very soon boats from all parts of the harbour were on the scene. Above the spot where the divers were at work a small launch was stationed, and all the morning someone had continually to wave vessels not to pass close.

The *Dunmore* left the Woolloomooloo Bay Wharf for the South Coast shortly after 10 o'clock. Captain Hansen is a well-known coasting master, and has held command of the *Dunmore* ever since she was built in 1897.

On a hundred and sixty-four ships and 787 passengers were inspected at Koh Phra, in 1908, a decrease of 37 ships and an increase of 18,058 persons as compared with the previous year.

### **"BETIS" FOUNDERS.**

#### **CAPTAIN AND PART OF CREW LOST.**

The *Manila Times* of 5th inst. reports: Collector of Customs Tidwell at Zamboanga wired the Acting Insular Collector this morning that the barkentine *Betis* had foundered off the coast of Dapitan, on the northwest coast of Mindanao, and had carried down with her the captain and six men of the crew. The news of the disaster, which occurred at 5 a.m. on February 7, was reported to Collector Tidwell by the mate who arrived at Zamboanga with sixteen survivors of the crew on February 8.

A brief telegram received here this morning reads that the "*Betis*" and crew sunk, and the wording of the message intimated the fact that the men aboard were all lost.

The *Betis* had a cargo of 18,000 feet of lumber for the Philippine Railway Company at Ililoilo and Cebu and was last heard from at Zamboanga, which she left on January 21 in tow of a launch.

A launch has been dispatched from Zamboanga to the north coast of Mindanao to make a search for the wreck and any of the crew that may have survived.

The *Betis*, which was owned by the Tayaba Sawmill and Lumber Company, was formerly known as the *Pamplona* and was commanded by Captain Felix Torres. She was built in 1897 at Guinayangan, and was afterwards rebuilt by her present owners. The *Betis* was a vessel of 238 tons net register, and was considered one of the staunchest of the coasting sailing vessels.

At noon to-day the *Times* received the following cable from its correspondent at Ililoilo: "The barkentine *Betis*, loaded with lumber for the Philippine Railway Company at Ililoilo has been sunk on the north coast of Mindanao. The captain, crew and a passenger named Newman were lost."

### **CHILDREN IN OPIUM SHOPS.**

Mr. W. Ryan, of the Chinese Protectorate at Singapore, prosecuted a Chinese opium shopkeeper named Tan Hak Ngi, before the Fourth Magistrate, on 3rd inst., on a charge of allowing a boy under fourteen years of age to remain in his shop, at No. 57, Fraser Street.

Accused said that the boy's father was an opium addict in the shop while accused was in the kitchen cooking and knew nothing of what was going there.

Questioned by Mr. Ryan, accused said that no copy of the rules was given him with his licence nor were the rules explained to him.

Accused was fined \$20 and costs.—*Straits Times*.

### **TRADE IMPROVEMENT.**

#### **SHIPPING MEN HOPEFUL.**

"Shipping has passed through the worst period all over the world," Frank Waterhouse, senior partner of Frank Waterhouse & Co., Ltd., recently, in discussing conditions of the "bird" year and the prospects for the coming twelve months.

"My opinion is that the shipping business generally will show some improvement this year over last, but I am not looking for any return to normal conditions for twelve or eighteen months yet. The Orient was hit hard by the general depression and it will take a long time to recover."

Mr. Waterhouse, whose firm is managing agent for the Bank Line, operating steamers to Manila via Japan and China, and also the Australian Mail Line, added that the export, lumber business to the Orient is very dull at present with no sign of improvement. The demand for lumber in Australia is fairly good. The Waterhouse lines have contracts for carrying 12,000,000 feet to Australia and New Zealand, which will furnish business for the liners to the Antipodes until next September.

In reference to the outlook for flour, Mr. Waterhouse stated that the prevailing high domestic price of wheat, as usual, is affecting the export trade. However, he added, the Orient has had little money of late with which to purchase this commodity. Reports from the Far East state that there is a large quantity of flour in stock in Hongkong, but not much is left in Japan.

The Oriental liners of the Bank Line will hereafter discharge their inward cargoes at Seattle, instead of at Tacoma, as in the past. This change was inaugurated by the steamer *Cragar* and *Saville*, the last to arrive. This is due largely to the fact that east-bound freight from the Orient is nearly all consigned to local points, there being very little overseas cargo, on account of the Interstate Commerce Commission's ruling requiring the publication by the railroads of their proposed rates through rates. The Waterhouse lines have a large wharves and facilities for handling freight at Seattle, and consequently it is more expeditious to land domestic cargo here.

The new British steamer *Yarico*, one of the latest additions to the Bank Line, is now en route from New York to Australia via Cape of Good Hope. She will come to this coast to become one of the Australian mail vessels. She has a passenger accommodation, and is built along the same lines as the *Yarico* with a capacity of 6,500 tons.

The Andrew Weir Company, owning the Bank Line, is building two big steamers similar to the *Kumero* and *Saville* capable of carrying 15,000 tons each. They will have improvements over the two ships of the same class now plying the Pacific. In connection with *Kumero* and *Saville* they will run between Seattle and Manila via China and Japan, and will probably be on this coast the latter part of the present year.

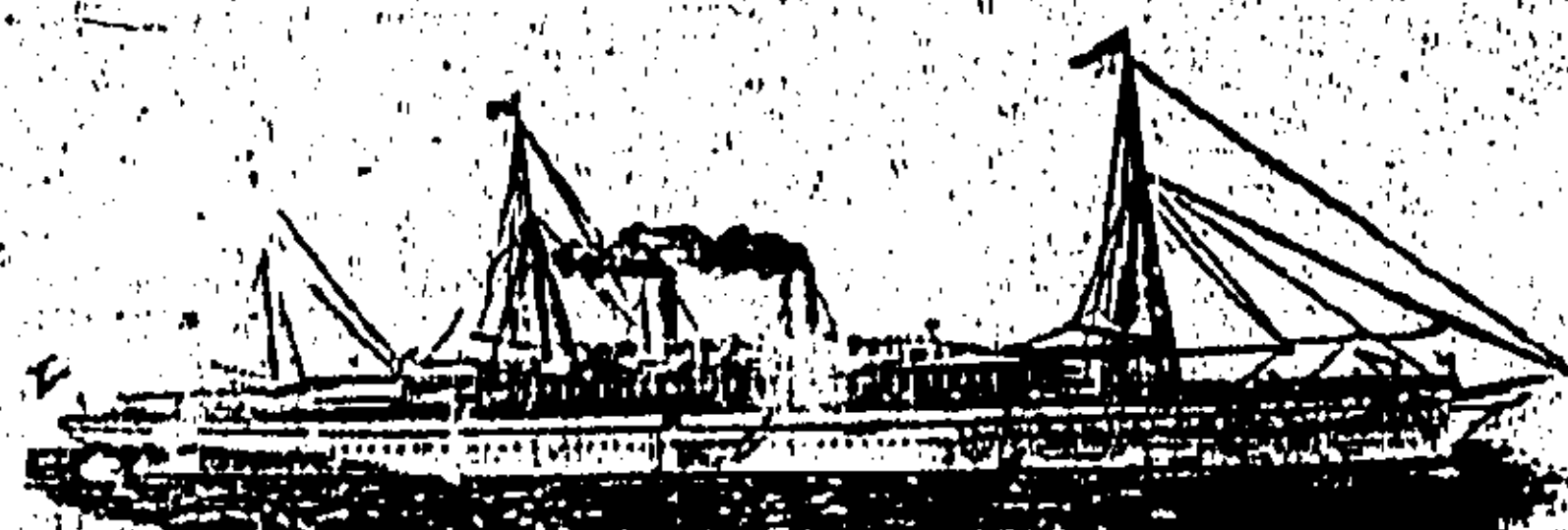
A WIRE has been received in Bangkok to the effect that the Chief Inspector of the Opium Farm at Chantaboon was shot dead in the market there, on January 27, and it was stated that the crime was committed by a person engaged in smuggling opium. The police are now engaged in searching for the assassin.







## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

## Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under 15 Days across the Pacific to the "Empress Line." Saving 5 to 10 Days Ocean Travel.

15 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER

PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S.	Tons
"EMPEROR OF CHINA".....	6,000
"MONTEAGLE".....	6,163
"EMPEROR OF INDIA".....	6,000
"EMPEROR OF JAPAN".....	6,000
"EMPEROR OF CHINA".....	6,000
"MONTEAGLE".....	6,163

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, HAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KORE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Pacific "EMPEROR" Steamship, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 15 Days.....via Canadian Atlantic Ports or New York 27 to 30 Days.

Steamers, and 1st Class on Railways.....

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

J. W. GRADDOCK, General Traffic Agent for China, &c., Corner Paddy Street and Praya, Opposite Blake Pier.

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).			
	For	Steamship	On
SHANGHAI VIA SWATON.....	AMARA.....	SUNDAY, 14th Feb., Daylight.	
GAPOR, PENANG & CALCUTTA.....	LAISANG.....	MONDAY, 15th Feb., Noon.	
SHANGHAI.....	CHOYSANG.....	WEDNESDAY, 17th Feb., Noon.	
MANILA.....	LOONGSANG.....	FRIDAY, 19th Feb., 4 P.M.	
SANDAKAN.....	MAUSANG.....	SATURDAY, 20th Feb., Noon.	
SHANGHAI, YOKOHAMA, KOBE.....	KUTSANG.....	TUESDAY, 22nd Mar., Noon.	
& MOI.....			

## RETURN TOURS TO JAPAN.

## OCCUPYING 24 DAYS.

The steamers Kutsang, Namang and Fookang leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Vancouver Ports, Chafco, Tientsin & Newchwang.

† Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD., General Managers.

Telephone No. 61, Hongkong, 12th February, 1909.

## CHINA NAVIGATION CO., LIMITED.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HONGKONG	"SINGPO".....	15th Feb., 10 A.M.
HAIPHONG	"CHIEH".....	16th " " 3 P.M.
MANILA	"TAMING".....	16th " " 4 P.M.
SHANGHAI	"CHINHUA".....	16th " " 4 P.M.
MANILA	"TEAN".....	17th " " 3 P.M.
MANILA, ZAMBOANGA and USUAL AUSTRALIAN PORTS	"TAIYUAN".....	23rd " " 4 P.M.
MANILA, ZAMBOANGA and USUAL AUSTRALIAN PORTS	"CHANGSHA".....	8th April, " "

MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloons.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Telephone No. 36, Hongkong, 12th February, 1909.



## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamships between Hongkong and Manila.—Saloon steamships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
LAIRO.....	5540	R. Rodger.....	MANILA	SATURDAY, 13th Feb. at Noon.
RUBI.....	5540	R. W. Almond.....	"	SATURDAY, 20th Feb. at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.

GENERAL MANAGERS.

12th February, 1909.

## Shipping—Steamers.

## THE AMERICAN AND ORIENTAL LINE.

## FOR BOSTON AND NEW YORK.

(With liberty to call at the Malabar Coast.)

## THE Steamship

"HEADLEY,"

will be despatched for the above Ports on or about the 13th February, 1909.

For Freight, apply to

ARNHOLD, KARRER & Co., Agents.

Hongkong, 15th January, 1909.

## THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overseas Common Ports in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

## PROPOSED SAILINGS FROM HONGKONG

FOR

VICTORIA, B.C., SEATTLE & TACOMA.

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
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Superior..... 6,232 W. Shotton..... 13th Feb. 5 P.M.

Gymnor..... 4,002 J. C. A. Hall..... 11th Mar. 11th Mar.

Kanaric..... 6,232 F. S. Cowley..... 8th April 8th April

Isaric..... 4,780 R. J. Howie..... 6th May 6th May

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 9th February, 1909.

## FOR MARSEILLES, LONDON AND ANTWERP.

Taking Cargo on through Bills of Lading to all Ports in the United Kingdom and the Continent.

## THE Steamship

"MONTGOMERYSHIRE"

will be despatched as above on or about the 23rd inst.

For Freight etc., apply to

JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, 3rd February, 1909.

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

## PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK:

S.S. "SURUGA".....About 23rd February.

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 28th January, 1909.

## CHARGEURS REUNIS (FRENCH STEAMSHIP CO.)

## REGULAR FREIGHT SERVICE TO AMERICA.

(CANADA, UNITED STATES, MEXICO, CHILI, RIVER PLATE, BRAZIL.)

Connecting at Vancouver with the CANADIAN PACIFIC RAILWAY.

OVERLAND Cargo taken for ALL CANADIAN and UNITED STATES POINTS.

## THE Steamship

"AMIRAL DUPERRÉ,"

Captain Martin, will be despatched on or about the 27th inst., for SHANGHAI, JAPAN and SAN FRANCISCO, &c., as above.

S.S. "AMIRAL HAMELIN,"

Captain Dabonne, will leave this port on or about the 20th March.

For further particulars apply to the Agent—

MESSAGERIES MARITIMES.

Hongkong, 26th February, 1909.

## STEAM TO CANTON.

THE New Twin Screw Steel Steamship.

"KWONG TUNG".....Capt. B. W. WALKER.

"KWONG SAI".....Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamships have unequalled Accommodation for First Class Passengers and are fitted throughout by Electricity, Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YOUNG ON S.S. CO., LD., and SHU ON S.S. CO., LD., No. 1, Queen's Road West.

Hongkong, 1st Feb. 1909.

## Shipping—Steamers.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

## STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

## THE Steamship

"BRITANNIA"

Captain S. Barcham, carrying His Majesty's Mail, will be despatched from this for BOMBAY, &c., on SATURDAY, 13th Feb., at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Mellon," 10,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. "Egypt," due in London on 2nd April, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 6th February, 1909.

## COMPAGNIE DES MESSAGERIES MARITIMES.

## FOR SHANGHAI, KOBE AND YOKOHAMA.

## THE Company's Steamship

"TOURANE,"

Captain Lancelotti, will be despatched for the above Ports on or about MONDAY, the 15th inst.

For Freight or Passage, apply to

P. DE CHAMPMORIN, Agent.

Hongkong, 8th February, 1909.

## NAVIGAZIONE GENERALE ITALIANA. (Florio and Rubattino United Companies).

## STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LIGORNO and GENOA, also VENICE and TRIESTE, ALL MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLO.

(Taking Cargo at through Rates to PERMAN GULF and BAGDAD, also BARCHONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

## THE Steamship

"ISCHIA,"

Captain Belsito, will be despatched as above on TUESDAY, the 16th inst., at Noon.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 11th February, 1909.

## FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

## THE Steamship

"GREGORY AFGAR,"

Capt. S. H. Belsito, will be despatched for the above Ports on THURSDAY, the 18th inst., at Noon.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a daily certified Doctor.

For Freight or Passage, apply to

DAVID, SASSOON & Co., LIMITED, Agents.

Hongkong, 10th February, 1909.

## For Sale.

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGON (TARTAN) FORM.

CURE NO FICTION! LIVER UPON MARVEL!

NO SUPERFLUOUS NOW DESPAIR,

but I am giving a doctor's bill or falling into the hands of a quackery man, and I am not a rich man, and I am not a poor man, and I am not a middle class man, and I am not a working class man, and I am not a farmer, and I am not a tradesman, and I am not a professional man, and I am not a public man, and I am not a private man, and I am not a man of letters, and I am not a man of science, and I am not a man of art, and I am not a man of religion, and I am not a man of politics, and I am not a man of business, and I am not a man of pleasure, and I am not a man of idleness, and I am not a man of vice, and I am not a man of crime, and I am not a man of sin, and I am not a man of death, and I am not a man of life, and I am not a man of hope, and I am not a man of despair, and I am not a man of faith, and I am not a man of doubt, and I am not a man of love, and I am not a man of hate, and I am not a man of kindness, and I am not a man of cruelty, and I am not a man of justice, and I am not 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hate, and I am not a man of kindness, and I am not a man of cruelty







## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$14,000,000 \$15,500,000	\$2,005,774	Interim of £2 for first half year @ ex 1/91 = \$21.944	5 1/2 %	\$189; London £86
National Bank of China, Limited	60,000	£7	£6	£4,000 £500,000	\$10,223	\$2 (London 3/6) for 1903	...	\$51
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$322,757 \$11,900 \$125,000 Tls. 303,747 Tls. 118,277	none	\$24 for 1907	7 1/2 %	\$190 sellers
North China Insurance Company, Limited	10,000	£15	£5	£1,000,000 £90,000 £129,095 £72,549 £1,000,000 £1,000,000	Tls. 160,512	Final of 7/6 making 15/- for 1907	5 1/2 %	Tls. 100 buyers
Union Insurance Society of Canton, Limited	12,000	\$200	\$100	\$2,000,000 \$503,478 \$129,095 \$72,549 \$1,000,000 \$1,000,000	\$2,504,011	Final of \$25 making \$45 for 1906 and 7/6 for 1907	5 1/2 %	18 1/2 sales
<b>FIRE INSURANCES.</b>								
China Fire Insurance Company, Limited	10,000	\$100	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$372,432	\$6 and bonus \$2 for 1906	7 1/2 %	\$100 sales
Hongkong Fire Insurance Company, Limited	8,000	\$850	\$50	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$428,027	\$27 for 1906	8 1/2 %	\$330 buyers
<b>SHIPPING.</b>								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000	\$1,035	\$1 for 1906	...	\$12 sellers
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000	Nil.	\$2 1/2 for year ending 30.4.1908	7 1/2 %	\$14 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000	\$10,279	Final of \$1 1/2 making \$2 1/2 for 1908	8 1/2 %	\$18 1/2 ex div.
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	£2,000,000 £2,000,000 £2,000,000 £2,000,000	£13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3.154	5 1/2 %	\$37
Indo-China Steam Navigation Co., Ltd. (Deferred)	60,000	£5	£5	£2,000,000 £2,000,000 £2,000,000 £2,000,000	£13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3.154	5 1/2 %	\$37
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	Tls. 75,000 Tls. 75,000 Tls. 75,000 Tls. 75,000	Tls. 14,510	Interim of Tls. 1 1/2 for account 1908	7 1/2 %	Tls. 47 buyers
"Shell" Transport and Trading Company, Limited	100,000	£1	£1	£1,000,000 £1,000,000 £1,000,000 £1,000,000	£6,847	Second interim of 1/- for a/c 1908	6 1/2 %	Tls. 12 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$68	\$1.00 for year ending 30.4.1908	4 1/2 %	\$53
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 42,470 Tls. 42,470 Tls. 42,470 Tls. 42,470	Tls. 6,869	Final of Tls. 2 1/2 making Tls. 5 for 1907	11 1/2 %	45 sales
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited	70,000	100	100	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	Dr. \$279,171	\$8 for year ending 31.12.06	...	30 sellers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	Dr. \$135,122	\$1 for 1907	...	16 1/2 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 9,273	Tls. 3 1/2 for year ending 31.8.07	...	Tls. 100 buyers
<b>Mining.</b>								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	£1,000,000 £1,000,000 £1,000,000 £1,000,000	£11,556	Final of 1/6 (coupon No. 11) for year end- log 29.2.08	7 1/2 %	Tls. 162 sellers
Rio Australasian Gold Mining Company, Limited	150,000	£1	£1	£1,000,000 £1,000,000 £1,000,000 £1,000,000	Dr. £2,191	No. 12 of 1/- = 48 cents	...	\$81 buyers
<b>DOCKS, WHARVES &amp; GODOWNS.</b>								
Fenwick (Geo.) & Co., Limited	78,000	\$25	\$25	\$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000	\$2,726	\$1.75 for year ending 31.12.06	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$5,556	Final of \$1 1/2 making \$3 1/2 for 1907	7 1/2 %	\$46 buyers
Hongkong and Whampoa Dock Company, Ltd.	60,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$384,847	Interim of \$4 for account 1908	8 1/2 %	\$90 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 13,742	Interim of Tls. 2 1/2 for 6 months ending 31st October, 1908	6 1/2 %	Tls. 78 buyers
Shanghai and Hongkew Wharf Company, Limited	35,000	Tls. 100	Tls. 100	Tls. 697,257 Tls. 75,000 Tls. 125,000	Tls. 12,625	Interim of Tls. 4 for account 1908	11 1/2 %	Tls. 165 buyers
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 25,000 Tls. 25,000 Tls. 25,000 Tls. 25,000	Tls. 6,531	Tls. 6 for 1907	6 1/2 %	Tls. 102 buyers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	Dr. \$9,178	\$2 1/2 for year ending 30.6.07	...	17
Central Stores, Limited	50,000	\$15	\$15	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$9,178	\$1.50 for 1906	...	17
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$14,639	Interim of \$3 for account 1908	7 1/2 %	\$90
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$26,475	Final of \$3 1/2 making \$7 for 1908	7 1/2 %	\$12 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	5.86	60 cents for 1908	7 1/2 %	18.65 ex div. \$2
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$278	3 1/2 for 1908	5 1/2 %	30 1/2 ex div.
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,523,045 Tls. 170,000 Tls. 170,000	Tls. 107,547	Interim of Tls. 3 for account 1908	7 1/2 %	Tls. 20 sellers
West Point Building Company, Limited	12,500	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$968	Final of \$2 making \$4 for 1908	9 1/2 %	44 sellers
<b>COTTON MILLS.</b>								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 45,939 Tls. 45,939	Tls. 8,820	Tls. 5 for year ended 31.10.1908	5 1/2 %	Tls. 90 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	10,553	50 cents for year ending 31.7.08	5 1/2 %	9 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000 Tls. 175,000 Tls. 175,000 Tls. 175,000	Tls. 8,372	Tls. 8 for year ended 30.6.06 (8 1/2 %)	...	Tls. 76
Lee-hung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000 Tls. 800,000 Tls. 800,000 Tls. 800,000	Tls. 6,308	Tls. 8 for 1906	...	Tls. 80 sellers
Soy Chee Cotton Spinning Company, Limited	1,000	Tls. 500	Tls. 500	Tls. 28,257 Tls. 28,257 Tls. 28,257 Tls. 28,257	Tls. 50,663	Tls. 50 for 1907	...	Tls. 280 sellers
<b>MISCELLANEOUS.</b>								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,500 \$1,500 \$1,500 \$1,500	£648	1.10 p r shares for 1907 = \$1.037	11 1/2 %	59 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	Nil.	\$1.20 for 1907	10 1/2 %	\$112 sales
China Light and Power Company, Limited	50,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	61,138	60 cents for year ended 31.2.06	1 1/2 %	14
China Do. Do. special shares	50,000	\$1	\$1	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$3,407	80 cents for 1908	1 1/2 %	19 1/2 ex div. b.
China Provident Loan & Mortgage Company, Ltd.	185,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$8,000	\$1.50 for year ending 31.7.08	5 1/2 %	\$14 buyers
Dairy Farm Company, Limited	40,000	\$2 1/2	\$6	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$48	Interim of 40 cents for account 1908	10 1/2 %	\$94 sales
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$5,078	75 cents for 9 months ending 31.12.07	8 1/2 %	\$12 buyers
H. Price & Company, Limited	12,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$251	\$2 for year ending 28.2.08	10 1/2 %	\$22 1/2 buyers
Hall & Holts, Limited	21,000	\$20	\$20	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$18,957	\$1 and bonus 20 cts. for year ending 29.2.08	6 1/2 %	\$19
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$9,321	Interim of \$4 for account 1907	8 1/2 %	\$220 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$4,578	Interim of \$1 for account 1908	7 1/2 %	\$75
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$8,191	4th Quarterly div. of Tls. 10 and bonus of Tls. 10 making Tls. 20 to date	6 1/2 %	Tls. 830 sellers
Maatschappij tot Mijn- Bosch- en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 27,603 Tls. 27,603	Tls. 17,127	80 cents on fully paid shares and 6 cents on \$1 paid shares for year ending 30.4.08	6 1/2 %	\$14
Peak Tramways Company, Limited	25,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$7,471	Final of 30 cts. making 60 cts. for the year ended 30th June, 1908	6 1/2 %	\$4
Peak Tramways Company (new)	50,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	none	...	...	...
Philippine Company, Limited	75,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	none	...	...	...
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000	Nil.	...	...	...
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 75,000	Tls. 6,603	Final of Tls. 4 making Tls. 7 1/2 for 1907	6 1/2 %	Tls. 121 sales
Shanghai Waterworks Company, Limited	16,550	£20	£20	Tls. 190,000 Tls. 190,000 Tls. 190,000 Tls. 190,000	Tls. 8,491	Final of Tls. 9 making in all Tls. 14 for 1907	11 1/2 %	Tls. 125 sales
South China Morning Post, Limited	5,000	\$25	\$25	none none none none	Tls. 18,322	Final of 37/6 making 12/6 for 1907	...	Tls. 437 1/2 sales
Steam Laundry Company, Limited	30,000	\$5	\$5	none none none none	Dr. \$56,622	None	...	\$24
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,255 Tls. 4,000	Tls. 201	40 cents for year ending 31.12.08	7 1/2 %	\$14 sales
Union Waterboat Company, Limited	50,000	\$10	\$10	Tls. 4,000 Tls. 4,000 Tls. 4,000 Tls. 4,000	Tls. 201	Tls. 6 1/2 for year ending 30.4.07	5 1/2 %	Tls. 94 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$35,000	50 cents on 5,000 ord. shares and \$1.50 on 100 Founders shares for yr. end 31.5.08	6 1/2 %	\$13 buyers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$1,360	Interim of 30 cents a/c 1908	6 1/2 %	\$9
William Powell, Limited	15,000	\$7	\$7	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$6,438	Final of 30 cts. making 60 cts. for the year ended 30th June, 1908	6 1/2 %	\$4

\* These shares are entitled to half of the profits

## DIVIDENDS PAYABLE:-

Hongkong & Shanghai Banking Corporation  
Shanghai Land Investment Co., Ltd.  
Hongkong and Whampoa Dock Company  
Lau Kung Mow Cotton S. and W. Co.

February 20th  
22nd  
12th

## Intimations.

## FURNITURE WAREHOUSE

## LI KWONG LOONG &amp; CO.

CABINET-MAKERS AND ART DECORATORS,  
from Shanghai, has re-opened their  
FURNITURE STORE  
at  
No. 39, DES VOUX ROAD CENTRAL.  
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE  
of every description can be made to  
order in any design required.

Have been patronised by the Hongkong  
Club, Hongkong Hotel, Telegraph Co.,  
Messrs. A. S. Watson & Co., and other  
leading Establishments in the Colony, to  
whom reference can be made as to the  
Superior Workmanship and Materials of the  
Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as  
follows:-  
"We have pleasure in stating that Mr. LI  
KWONG LOONG furnished the Annex to  
our Dispensary and gave us every satis-  
faction."

(Sd.) A. S. WATSON & Co.

ORDERS punctually attended to, and  
CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 4th August, 1908

## Consignees.

## NORDEUTSCHER LLOYD BREMEN

## IMPERIAL GERMAN MAIL LINE

## NOTICE TO CONSIGNEES.

## THE Steamship

## "MANILA"

having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk into the Godowns  
and/or extra hazardous Godowns of the Hong-  
kong and Kowloon Wharf and Godown Com-  
pany, Limited, at Kowloon, and West Point  
Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 14th of February,  
will be subject to sale.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 13th of February, at 9.30 A.M.

All Claims must reach us before the 18th of  
February, 1909, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the  
Undersigned.